KRZYSZTOF IRENEUSZ PAWLAK
EMAIL@EUGENIX.ORG
+48 519-521-520

REPUBLIKA POLSKA
KATOWICE 40-014
MARIACKA 11/7

BERGEN **19-10-2025**

CITIZEN OF THE REPUBLIC OF POLAND
KRZYSZTOF IRENEUSZ PAWLAK
MARIACKA 11 APARTMENT 7
40-014 KATOWICE, POLAND
EMAIL@EUGENIX.ORG
+48 519-521-520

PETITION TO THE EU PARLIAMENT FOR THE ELIMINATION OF FIBERGLASS MARINE VESSEL PRODUCTION AND PHASED RETIREMENT OF EXISTING FIBERGLASS VESSELS

Executive summary

This petition requests that the European Parliament adopt an EU-wide regulation to eliminate the production of new vessels constructed from fiberglass by 1 January 2035, to prohibit production of fiberglass materials used for repair of existing fiberglass vessels by 1 January 2075, and to establish mandatory registration, annual inspection, disposal and government-supported recycling programs funded through owner fees based on fiberglass mass. The petition is prepared from the Eugenix draft and adapted into a legislative-ready format for consideration by Members of the European Parliament and relevant Commission services.

Objectives

- Phase out new fiberglass vessel production to eliminate an environmentally persistent and hard-to-recycle material from marine manufacture by 2035 or sooner.
- End production of raw fiberglass for maritime repair purposes by 2075 to ensure a clear, enforceable end-of-life pathway.

- Create an EU-coordinated mandatory registration and annual inspection regime to determine continued seaworthiness, repair eligibility, decommission insurance or bond value.
- Finance and operationalize national fiberglass recycling and disposal infrastructure through member states maritime governance and,
- **owner responsibility to secure a decommission insurance or place cash bond to cover the costs for the owner to decommission the vessels according to the environmental laws proportional to the fiberglass mass of registered vessels.**
- Centralize data collection to match vessels and information regarding owners' insurance or bond to decommission abandoned and retired vessels thru appropriate recycling pathways and to ensure traceable end-of-life compliance.

Legal basis and justification

- Environmental protection and circular economy objectives under the Treaty on the Functioning of the European Union and the Circular Economy Action Plan provide the legal and policy foundation for restricting materials that cannot be efficiently recycled and that cause long-term marine pollution.
- Public interest in marine safety, pollution prevention, and lifecycle waste management justifies transitional measures that balance worker protections, industrial adjustment, and environmental remediation.
- The petition implements a phased approach to allow industry adaptation, owner compliance, and development of recycling capacity while setting firm, enforceable deadlines.

Core regulatory proposals

1. **Scope and definitions**
   - **Fiberglass vessel**: any boat or marine product whose primary hull or structural components contain glass-fibre reinforced polymer (GFRP) or comparable fiberglass composite.
   - **Repair fiberglass**: raw fiberglass materials and resins used specifically for repair, maintenance or structural refurbishment of fiberglass vessels.
   - **Recycling program**: government-managed or government-verified programs that collect, process and recycle or responsibly dispose of fiberglass waste.

2. Prohibitions and timelines

- Ban on production of new fiberglass-constructed vessels across the EU effective 1 January 2035.
- Ban on production of fiberglass materials for repair of existing fiberglass vessels effective 1 January 2075.
- After 2075, no manufacturing, sale, or authorized distribution of fiberglass or fiberglass repair kits intended for marine hulls shall be permitted within the Single Market.

3. Mandatory registration and inspection

- All owners of fiberglass vessels must register their vessel with the national marine registration authority within 12 months of regulation entry into force; new owners must register at sale or transfer.
- Registered fiberglass vessels will undergo annual inspections by authorized marine surveyors to assess seaworthiness, structural integrity, environmental risk (e.g., leaching, fragmentation) and eligibility for repair or required disposal.
- Inspection outcomes: (a) eligible for continued service with limited repairs using approved non-fiberglass methods until 2075 where permitted; (b) eligible for temporary restricted use pending repair using transitional approved materials; (c) required disposal and enrollment in the recycling program.

4. Repair restrictions and exceptions

- Between 2035 and 2075 limited, tightly defined repair activities may be permitted under national authorization only where (a) the repair prevents imminent hazard to life or environment and (b) no viable non-fiberglass alternative is immediately available. All emergency repairs must be reported within 14 days and recorded in the vessel register.
- Post-2075 no authorized use of newly manufactured fiberglass for repair shall be permitted; repairs must use approved alternative materials and methods certified by the Commission or national authorities.

Recycling, disposal, funding and data coordination

1. National recycling programs and EU coordination

- Each Member State shall establish or designate a government-supervised fiberglass collection and recycling/disposal program capable of accepting fiberglass hulls and component waste.

Programs must prioritize reuse, mechanical recycling, and chemical recycling technologies where feasible, and safe landfill or energy recovery only where recycling is not technically or environmentally justifiable.

- The European Commission will create technical guidance and minimum performance standards for fiberglass recycling and safe disposal to harmonize practices across Member States.

2. **Funding mechanism: owner fee by mass**
   - Member States shall implement an annual owner fee to finance program operations, calculated per vessel by declared or inspected kilograms of fiberglass present. Fee tiers will reflect vessel size and fiberglass mass and include hardship waivers where objectively justified. Revenues fund collection logistics, recycling subsidies, decontamination, worker transition programs, and a regional fiberglass remediation fund for legacy pollution.
   - National authorities shall publish transparent annual accounts showing fee receipts and program expenditures.
3. **Registration, data collection and assignation**
   - Marine registration authorities will collect standardized data on fiberglass vessels and owners, including hull mass estimates, location, usage, and inspection records. This data will be used to match vessels to the appropriate local or regional recycling facilities and to schedule end-of-life collection. Data handling must comply with EU data protection rules and permit anonymized reporting for policy evaluation.
   - The Commission will provide a technical template for data interchange to enable cross-border transfers when vessels move between Member States or require regional recycling capacity.

Enforcement, compliance and worker protections

- Member States will enforce compliance through a combination of fines, suspension of marine certificates, and denial of registration renewal for non-compliant vessels. A graduated sanction framework will prioritize corrective compliance over punitive measures for first-time or minor breaches.
- Transitional employment measures will be funded from a portion of owner fees to support workers in fiberglass boatbuilding and repair sectors through retraining, business adaptation grants for alternative materials, and placement assistance.

- The regulation will include provisions to consult social partners and affected industries during implementation and to support SMEs with technical assistance.

Transitional and mitigation measures

- A Commission-led transition plan shall be developed within 12 months of adoption to support Member States, industry, salvage operators and recycling infrastructure providers in meeting the 2035 and 2075 deadlines.
- Phased capacity targets: Member States must demonstrate incremental increases in fiberglass recycling capacity and collection logistics at defined milestones (e.g., 2028, 2032, 2038, 2045) to ensure practical readiness for prohibitions.
- A limited, transparent exemption procedure for research, defense, or critical safety applications may be established subject to strict temporal and reporting constraints.

Impact assessment requirements

- Prior to final legislative adoption, a full impact assessment must analyze environmental benefits, socioeconomic effects on shipbuilding and repair sectors, expected waste volumes, recycling technology readiness, costs to owners, and distributional impacts across Member States. The assessment must propose targeted mitigation for disproportionately affected regions and communities.

Monitoring, reporting and review

- Member States will submit annual reports to the Commission on registration statistics, inspection outcomes, recycling volumes, program finances, enforcement actions and labor transition metrics.
- The Commission shall review the regulation five years after entry into force to assess outcomes, technological advances in recycling, and whether accelerated deadlines or additional measures are warranted.

Expected benefits

- Significant reduction in persistent marine and coastal fiberglass waste and microfragment pollution.
- Creation and support of a circular market for composite materials and recycled outputs.
- Improved marine safety through standardized inspections and clear end-of-life pathways.
- Predictable, financed transition for workers and companies to alternative materials and greener manufacturing.

Request for parliamentary action

- We respectfully request that the European Parliament:
  - Register and refer this petition to the Committee on the Environment, Public Health and Food Safety and the Committee on Transport and Tourism;
  - Commission an expedited impact assessment and stakeholder consultation with Member States, industry, labour representatives, recyclers and indigenous and coastal communities;
  - Draft and vote on an EU regulation reflecting the measures, timelines and mechanisms set out above with appropriate transitional safeguards and enforcement provisions.

K Pawlak

D.O.M. of the Piast & Wase
Founder and Board President of
Eugenix ® Simple Stock Corporation
Tribal and Indigenous Ethnic Minority of
Arcticus Blancus (Latin), Blanków (Polish).

Arctic Men Extinction Noticed.
Arctic Magnetic Earth Naturalist.
Antarctic Mass Excavation Nonetheless.